

CITY OF MIAMI BEACH
Office of the City Manager
Letter to Commission No. 135-2005



To: Mayor David Dermer and
Members of the City Commission

Date: May 24, 2005

From: Jorge M. Gonzalez
City Manager

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Subject: HARDING AVENUE PROJECT FROM 88TH TO 75TH STREETS

As indicated in the Letter to Commission No. 076-2005, dated March 18, 2005, the Florida Department of Transportation (FDOT) has completed the Pedestrian Signal Study on Harding Avenue between 75th to 88th Streets.

Attached is a copy of the Pedestrian Signal Study Executive Summary, which includes the following criteria: Field Review, Crash Review, Data Collection and Pedestrian Warrant. A complete copy of the study is available in the Public Works Department. The study concludes that due to the low pedestrian volume and other traffic criteria, the installation of pedestrian signals on this segment of Harding Avenue is not warranted.

The awarding of this project is scheduled for June 22, 2005, with a designated start date of September 20, 2005; estimated completion date December 23, 2005.

The proposed project improvement will include the following:

- Milling and resurfacing the existing pavement from 75th Street to 88th Street
- Re-striping the roadway to have three through lanes and two on-street parking lanes
- Installing pedestrian-friendly bulb-outs at all intersections
- Providing landscaping for all bulb-outs
- Installing crosswalks as requested by the community

A Community Information Meeting is scheduled for Tuesday, June 7, 2005, from 6:30 p.m. to 7:45 p.m. at the North Shore Youth Center Auditorium, located at 501 72nd Street.

Please feel free to contact me if you have any other concerns or questions.

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JMG/RCM/FHB/FAV

Executive Summary

A Pedestrian Signal Study was performed to determine if midblock pedestrian signals are needed on Harding Avenue from 75th Street to 88th Street in Miami Beach.

This report includes a Field Review, Crash Review, Data Collection, and Pedestrian Warrant Study.

- **Field Review** – The field review was conducted on the day of the pedestrian count. The vehicle movement was observed to travel in platoons. The minimum traffic queues and sufficient gaps allowed pedestrians to cross Harding Avenue safely.
- **Crash Review** -- Crashes collected from year 2001 to year 2003 were analyzed. A total of 275 crashes were reported. Crashes involved one pedestrian fatality in 2001 and three pedestrian injuries in 2003. However, the pedestrian crash summary revealed that these pedestrian crashes could not be corrected by the installation of a pedestrian signal.
- **Data Collection** – A minimum distance of 300 ft from a pedestrian signal to the nearest signal control prior to the pedestrian signal was used to determine the possibility of pedestrian signal installation. Pedestrian counts were collected at the north and south sections of a midblock location with possible pedestrian signal installation. Eight-hour pedestrian counts were collected on a typical weekday and weekend.
- **Pedestrian Warrant Study** -- The warrant of pedestrian volume from MUTCD was used. Any peak four-hour counts in a day were analyzed. The Pedestrian Warrant Analysis indicated that an installation of a pedestrian signal was not satisfied due to the low pedestrian volume.

This study has revealed that the study segment had low pedestrian movement. Traffic movement in platoon provided a safe gap for pedestrian crossing. Additionally, the pedestrian volume study did not meet the minimum pedestrian volume warrant. Therefore, pedestrian signals at the study segment are not recommended.